Aviation - 1938

Flyers Participate For First Time In Amateur Show

CHICAGO, Oct. 7—ANP—Taking one first and a second, Chicago's colored flyers created aviation history here Sunday afternoon before 30,000 spectators at Harlem airport, 5000 of them colored. It was the first time that Negroes had participated in a white air show in America.

Chauncey Spencer was the first prize winner in the parachute jump. He and Sidney Ruben, white, were the lone contestants. After being flown to 10,000 feet at which altitude they were supposed to jump, an argument developed over who would leap first. Finally Spencer did jump, whereupon Ruben started to crawl back from the wing to the cabin, but was dissuaded by the pilot. Both jumpers landed far from the airport.

Charles Johnson took second place in the precision flying event. Other colored aviators entering this contest included Miss Lola Jones, Charles Albert Cosby and Herman Ray. In the spot landing competition where each contestant sought to land in a 40 foot circle. Negro entrants were Cornelius Coffey, Fred Hutchison, Dale White and Miss Willa Brown, only colored woman to hold a private pilot's license.

Several other aviators were present. Drs. Theodore Cable and Lloyd Taylor, dentists, flew here from their home in Indianapolis. Dr. Cable owns his plane and has been flying six years. Dr. Earl Renfro. Grover C. Nash, William Paris, youngest Negro pilot, and Willie "Suicide" Jones, parachute jumper, were other birdmen present.

COLONEL JULIAN TO ATTEMPT ATLANTIC HOP

NEW YORK, Nov. 10 (ANP)—Disembarking from the Ile de France last Wednesday, Col. Hubert Fauntleroy Julian, the widely known aviator, disclosed to his intimates that he was quietly considering new plans for the most ambitious trans-Atlantic flight yet attempted. The colonel said that he was perfecting arrangements for a round trip non-stop, non-refueling flight between England and America. The flight, Colonel Julian said, will take place in January and the permitted peeps at an imposing looking contract which will, if the flight is successful, net him many thousands of dollars.

The colonel said that aviation had advanced so rapidly that only something unusual remained to be done and he wanted to do it. He was anxious, he repeated, to achieve a great feat and then stand back and let the youngsters shoot at the mark which he hoped to set. Mr. Julian reported that the Bellanco Airplane company was preparing a plane capable of spanning the Atlantic twice without stopping and that the head of the concern advised him that it would be ready when needed. According to the colonel, who was dressed in his usual impeccable style, he has already paid $20,000 on the purchase price of the plane. He descended the gangplank with Miss Alberta Hunter, singing celebrity, who was a fellow passenger on the famous ship.

Richmond, Va. News Leader
November 4, 1938

Hearing on Negro Airport Is Held

The State Corporation Commission conducted a hearing today on application for license to operate an airport near Alexandria, known as Arlington Aviation Field, sponsored by Negroes.

The proposed airport would be situated between Seminary Road and the Leesburg Turnpike, near Episcopal High School.

Julian Discloses New Flight Plans

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Dothan, Ala. Eagle
November 14, 1938

NEGRO PILOT AND PASSENGERS HURT

Plane Crashes On Enterprise Golf Links

Dan Knight, Coffee county's Negro airplane pilot, and two Negro passengers were in an Enterprise hospital today with injuries suffered yesterday when the plane in which they were taking off from the Enterprise golf course crashed.

Attendants said they believed condition of the Negroes was not serious. The passengers were identified as Vestilla McGowin and her brother.

Police Chief Williams reported the plane was just getting off the ground when it crashed, not far from the hospital. The ship was virtually demolished.

Establishment Of Race Airport Draws Protest

FAIRFAX, Va.—(ANP)—Fairfax county last week added its protest against the building of a colored airport near Seminary to those of Arlington and Alexandria which which had already been filed with the state corporation commission.

The commission is to consider the Negro's application for the proposed airport in the near future. The airport, if built, would be located partly in Arlington and Fairfax counties and Alexandria city.

Supervisor Charles H. Powell was appointed to represent Fairfax county at the hearing. The action of the supervisors was taken after it was shown that the airfield would be located near three public schools and the theological seminary.

It would be located at the foot of Seminary hill, and supervisors declared they believed the flying from the hill would create a hazard for the schools and residents of the district.

We Don't Want Negro Airport, Say Virginians

FAIRFAX, Va.—Fairfax county last week added its protest against the building of a colored airport near Seminary, to those of Arlington and Alexandria which had already been filed with the state corporation commission.

This commission is to consider the Negroes' application for the proposed airport in the near future. The airport, if built would be located partly in Arlington and Fairfax counties and Alexandria city.

Are Negroes going to fly those planes as well as pay for them?

Looking at the present situation one would answer strongly in the negative.

Our young men are effectively barred from all training in aviation offered by the government.

Whether they will continue to be barred depends a whole lot upon what Negroes do about it: on whether they are satisfied to continue being taxed without representation

WILL A NEGRO EVER FLY THEM?

Assistant Secretary of War Louis Johnson has set 9,280 planes as the United States Army air goal, with a monthly production rate soon of 1,000 planes and an ultimate production rate of 2,000 planes a month.

The United States Navy is asking for an increase of its force to 3,000 planes.

It is evident that the United States aims to have no peer in war planes, as she boldly states her policy as one to defend the entire western hemisphere.

This huge force of 12,000 war planes will cost a whole lot of money, and that money will come out of the pockets of everybody in this country who buys food, clothing, shelter, amusement, education, recreation, medicine and health service.

Our annual expenditure for our two war machines takes about 25 cents out of every dollar we citizens turn in to the treasury.

Since Negroes are helping to build and maintain these war machines, we are beginning to wonder just what we are getting out of it.

Richmond, Va. News-Leader
October 15, 1938

Negroes Ask License For Aviation Field

The State Corporation Commission today ordered a hearing Nov. 4 on an application of the Arlington Aviation Field, sponsored by Negroes, for a license to operate an airport near Alexandria.

R. E. Steele, director of the aviation division, said the port would be the first to be sponsored and operated by Negroes in the State. The proposed field would be located adjacent to the city limits of Alexandria between the Seminary Road and the Leesburg Turnpike.

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Air Field Gets License in Va.

Temporary Permit Is Issued as Whites File Protests

RICHMOND — A temporary permit for an airport to be managed and controlled by colored people was granted by R. E. Steele, director of the Division of Aeronautics for the State of Virginia on Monday.

The permit was the outcome of a case taken before the State Corporation Commission of Virginia here on Thursday. Prominent white citizens of Alexandria came here to oppose the establishment of an airport in that city.

Anderson to Manage

Charles Alfred Anderson, first licensed colored transport pilot in the country, who flew to the West Indies and across the United States a few years ago, has been selected to be the manager of the airport in Alexandria.

Noble D. Butler, a Washington mechanic, has been operating the airport without a license for over a year and holds a monthly lease on the property.

Calls Noise Nuisance

According to the testimony of witnesses at the hearing before the commission, objection was raised on the part of the white citizens only after the operators of the field had filed for a Virginia license to conduct flying operations there.

Anderson told the AFRO-PLANET that it is the opinion of the objectors that the proprietors had in mind a large airport with concessions for selling drinks and food, and the objections were on that score.

Those Opposed

The groups opposed to the airport are the Episcopal High School, Theological Seminary, the Seminary Civic Association, property owners of Jefferson Park, the board of supervisors or Arlington County, and the county board of supervisors of Fairfax.

Representatives also came from city council of Alexandria and many other groups voiced their disapproval by resolutions.

Thirty Days to Consider

Following testimony from both sides, the commissioner reserved judgment for thirty days. In the meantime the director granted a temporary permit effective on Friday of this week.

Anderson, who has an instructor's license, testified that he has seven white students and sixteen colored who are being trained to fly under his tutelage.

Roscoe Hankins, Jr., who last week received his flying license was one of the students who appeared before the commission. He said the white students wanted the airport, that there were no hazards, and that it was not a menace to the institutions opposed to it. Hankins declared that he received all of his training at the Arlington Aviation Field.

Experience Unusual

After he gave technical details of the airport and displayed general knowledge of the field of aviation, the commissioner told Anderson that his experience was unusual and called him to the bench to elaborate on the blue prints offered in evidence.

Boston Man Represents Air Concern

BOSTON, Mass., Dec. 8 — John Harrison, a well known student of aeronautics at Massachusetts Institute of Technology, is the first colored man to be employed as a salesman for an air concern, it was learned here this week. Harrison, brother of the noted Harvard scholar, William Harrison, who is at present studying in Europe, will sell the new all-metal line of Executive Planes made by the Spartan Aircraft Corporation, whose factories are located in Oklahoma.

The Negro and War Planes

The United States is a great country and the American Negro is well aware of that fact and keeps plugging day by day to maintain his rightful place as a citizen under the bosom of the Constitution, both in theory and practice. The Negro desires to be recognized and used by the Government just as other citizens, and not be called in when emergencies come. As things stand today, young Negro men are barred from training in aviation offered by the United States Government. Recent reports show that the Government has asked for the power to spend more of the tax payers' money to strengthen its air forces. Negroes are tax payers and as this expansion program gets under way, they are raising this question, "Will the United States Government require its Negro citizens to pay taxes to be used to increase its army air forces and not be allowed to fly those planes?"

Lewis Johnson, assistant secretary of war, has set 9,280 planes as the United States army air goal, with a monthly production rate soon of 1,000 planes and an ultimate production rate of 2,000 planes a month, at the same time the Navy is asking for a huge increase in its forces.

It looks as if the United States intends to be ready for whatever may happen, and match wits with any of its peers of war. In order to make such preparation possible it means that a lot of money will come out of the pockets of the hard working Negro tax payers.

Is there any reason why Negroes should pay taxes for something that they cannot take part in?

NEW YORK, Dec. 9—A protest was filed by the National Association for the Advancement of Colored People with Secretary of War Harry H. Woodring this week, following the war department's rejection of a application for service in the U. S. aviation corps sent in by Lawrence Brown, grandson of W. C. Handy, author of the "St Louis Blues."

Boston Airplane Co. Names Negro Salesman

BOSTON, Dec. (ANP)—Last week reputedly for the first time in aviation history, a colored man was given a position as sales representative of a large airplane manufacturing concern.

John Harrison, the new appointee, is a well known Boston student of aeronautics at Massachusetts Institute of Technology and a brother of William Harrison, now in Europe doing graduate work in literature.

Bostonian Gets Position With Airplane Concern

BOSTON, Dec. 15—(ANP)—Last week, reputedly for the first time in aviation history, a colored man was given a position as sales representative of a large airplane manufacturing concern. John Harrison, the new appointee, is a well known Boston student of aeronautics at Massachusetts Institute of Technology and a brother of William Harrison, now in Europe doing graduate work in literature.

Employed by the Spartan Aircraft Corporation, Harrison will sell that firm's new all-metal line of Executive Planes. Added interest was given the appointment because the corporation is a southern firm, with factories located in Oklahoma. Harrison was recommended for the post by Jasques Koospel, motion picture producer and aviation enthusiast who had learned of the former's achievements in the field of aeronautics.

SEC. WOODRING EXPLAINS, SAYS RACE APPROVES

Policy Endorsed by Negroes, Says

NEW YORK, Dec. 22—A vigorous protest against what is considered a totally unwarranted assumption on the part of the United States War Department, namely, that the majority of the Negro citizens indorse the principle of segregated [illegible] units, was made this week by Walter White, executive secretary of the National Association for the Advancement of Colored People.

White had written to Secretary of War, Harry H. Woodring, asking the opening up of the Army Air Corps to Negro citizens. The War Secretary replied:

Policy Endorsed by Race

"Following a well established principle that the races should not be mixed within organizations, a principle which is indorsed by your own people, it is necessary to set up specific units to which colored personnel may be assigned, and these organizations must have a definite and proper place in the balanced force organization of the Army as a whole.

"Since no colored units of the Air Corps are provided for in the Army of the United States, it is impossible for the War Department to accept colored applicants at Air Corps schools."

Taking issue sharply with this statement in his protest, White advised the secretary that despite the fact that some Negro citizens may favor "segregated or Jim Crow units in the United States Army," the association is not only unequivocally opposed to it but states that the majority of American Negroes are opposed to it."

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Plucky Parachute Jumper Who Set New Record In Thrilling Six-Mile Leap

Parachute Jumper Worked Here

After considerable inquiry in Norfolk, it was learned here this week by the Journal and Guide that Willie "Suicide" Jones had worked at one time at the White House bakery in the 700 block of Church Street, Norfolk.

John Verstymen, bakery proprietor, identified Jones' picture as that of his former employee and remarked that Jones had told him that he was a parachute jumper at that time, several years ago. Shortly after leaving the bakery, Jones executed a parachute jump at the Tidewater Fair at Suffolk, Va.

LEAPS FROM PLANE AT 29,400 FEET TO ESTABLISH MARK

CHICAGO, Sept. 1.—The world's altitude record for parachute jumping was claimed this week by Willie (Suicide) Jones, of Norfolk, Va., who stepped off into space Saturday afternoon from an airplane flying 29,400 feet over Markham Field.

The official record is 26,500 feet and I figheld by a Russian.

For the first few thousand feet, I was a bit giddy," Jones told his interviewers. "After that things cleared up a bit and I felt like I was floating. I could not open my parachute until I was 650 feet above the ground.

After falling 26,400 feet through space, reaching a speed of nearly 140 miles per hour, Willie 'Suicide' Jones, left, decided that he would slow up a bit so he calmly pulled the ripcord on his parachute and the safety fabric obliged by opening. For the next 3,000 feet of his record breaking, death defying, vertical descent from the heavens above at a Chicago airport recently, Mr. Jones took things relatively easy. When he landed, he claimed the world's parachute jumping record. He had left the plane piloted by Raymond Fassel right, at an altitude of 29,400 feet. A native of Memphis, Tenn., Jones has made many jumps and is widely known as a stunt flier. He is shaking hands with his pilot before taking off.

Negro Flyers Asked To Enter Air Show

CHICAGO, Sept. 14 (A.N.P.)—Cornelius R. Coffey, licensed transport pilot, student instructor, and operator at Harlem airport, has been invited to enter his most advanced colored flying students in the First Amateur Air show which will be held at 1:00 p. m. Sunday, Sept. 25, at Harlem airport.

Robert A. Morrow, white, who heads the contest committee, statts that inasmuch as his is the first airplane show of its kind it promises to attract more than 100 pilots from the midwestern states and possibly as many airplanes will be entered in the events. Admission will be free.

Chicago colored pilots, and their grades of pilots' licenses, who are eligible to enter the show are as follows: Earl Renfree, commercial; Miss Willa B. Brown, private; Fred Hutcherson, private; Grover C. Nash, private; William Paris, private; Dale L. White, private; Albert Cosby, solo; Harold Hurd, solo; Charles Johnson, solo; Miss Lola Jones, solo and Herman Ray, solo.

Aviation - 1938

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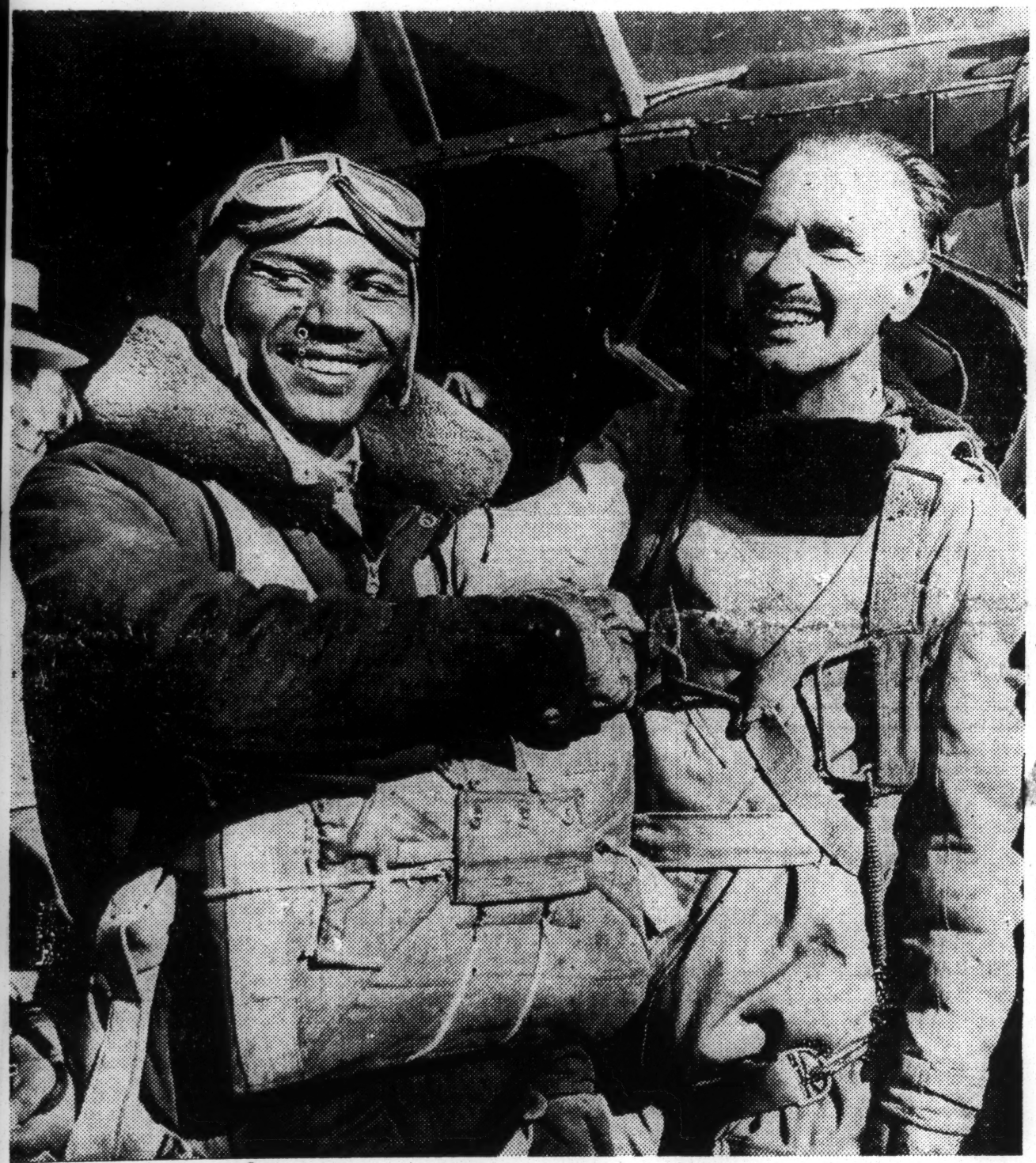

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12 RACE PILOTS INVITED TO PARTICIPATE IN AIR SHOW

Invitations were extended this week to 12 Race pilots living in Chicago to participate in an air show to be staged at Harlem airport, Eighty-seventh street and Harlem avenue, on Sunday, Sept. 25.

Mr. Coffey

The invitation was extended by Robert A. Morrow, white, chairman of the contest committee, who reported that approximately 100 fliers from midwestern states are expected to take part.

The show, which will be free to the public, is being held, according to its sponsors, to develop interest in flying and to serve as a demonstration for students of aviation.

There will be exhibition events. All types of light ships will be stunted. There will be inverted flying and blind landings will be made in front of the spectators with the aid of instruments and radio.

Several girl flyers have announced their entries. Two of them are Race girls. All will compete against the men on an equal basis in the spot landing contests, the bomb dropping, ribbon cutting, and precision flying events. Winners of flying competitions will receive trophies. There will be no cash prizes.

Chicago Race pilots, and their grades of pilot's license, who are expected to enter the show are Cornelius R. Coffey, transport; Earl Renfroe, commercial; Willa B. Brown, private; Fred Hutcherson, private; Grover C. Nash, private; William Paris, private; Dale L. White, private; Albert Cosby, solo; Harold Hurd, solo; Charles Johnson, solo; Lola Jones, solo, and Herman Ray, solo.

Mr. Coffey is engaged full time at the Harlem Airport with 35 or more flying students, one-third of them being white. Coffey is the only Race man in the country holding a combination of commercial pilot's license, instructor's rating, and airplane and engine mechanic's license. These qualifications make him most efficient in his work.

Invite Negro Air Students to Enter Amateur Air Show

CHICAGO.—(ANP)— Cornelius R. Coffey, licensed transport pilot, student instructor, and operator at Harlem airport, has been invited to enter his most advanced colored flying students in the First Amateur air show which will be held at 1 p. m. Sunday Sept. 25, at Harlem airport.

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Frank Adair, Former Atlantan, Gets Pilot License In Ark.

Arkansas State College Accountant Second to Get Flyers' Permit in State

PINE BLUFF, Ark.—Arkansas added another to her list of Negro aviators when the Civil Aeronautics authority inspector, Lake Littlejohn, granted a Solo Pilots license to Frank B. Adair of this city.

Adair, upon notice of the inspector's visit to the state last week flew his instructor's plane to Little Rock and passed satisfactorily the examinations, both theory and practice, complied by the Authority prerequisite for a government license to fly alone.

It is encouraging to note a constant increase in the number of "air minded" citizens of the Race, and it is hoped that as the field of aviation expands and presents new opportunities Negroes will be able to qualify in larger numbers during both peacetime and wartime maneuvers.

Mr. Adair, who holds the position of accountant for the State College for Negroes at Pine Bluff, became interested in aeronatutics as a hobby during the summer months and enrolled in the class of Kenneth Garret, former United States Army pilot.

Adair is the second Negro to receive a pilots license in the state. He plans to earn Private Pilots certificate after a score of additional hours of flying.

Richmond, Va., Times Dispatch
October 16, 1938

Negroes Seek Airport

An application for permission to establish what would be the first airport operated by Negroes in Virginia will be considered by the State Corporation Commission in a hearing on November 4. The proposed site is near the city limits of Alexandria between the Seminary Road and the Leesburg Turnpike.

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Several other aviators were present. Drs. Theodore Cable and Lloyd Taylor, dentists, flew here from their home in Indianapolis. Dr. Cable owns his plane and has been flying six years. Dr. Earl Renfro, Grover C. Nash, William Paris, youngest Negro pilot, and Willie "Suicide" Jones, parachute jumper, were other birdmen present.

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ARMY WANTS FLYING CADETS

It has just been announced that the Army Air Corps is seeking to increase the number of flying cadets to be trained for the Army Air Corps. The pay is $75 a month, plus rations allowance of one dollar a day, uniforms and equipment.

In this column on December 17th, 1937, we made mention of the fact that too few of our young men, between the ages of 20 and 27 years of age knew anything about aviation. At that time we mentioned a local school which was offering training in this field for a low fee, and we advised young men to take advantage of the offer, citing the fact that the time was not far distant when there would be a great demand for persons who had flying experience.

But now, comes the Government, offering young men a chance in this field. Let those qualified, hasten and make application at room 754, the New Federal Building.

RACE MAN WILL FLY U. S. MAIL

Courier

MAILMAN

CHICAGO, May 19 —(ANP)— Grover C Nash, 26, was this week commissioned by the Federal Government to fly the air mail today (Thursday) between Chicago and Mat-ton, Ill., via Charleston, Ill., in connection with National Air Mail Week.

Nash is believed to be the first Negro ever commissioned to fly the U. S. Mail. Born in Georgia, he has been flying for five years, and owns a limited Commercial Pilot's License.

Pictured here is Grover C. Nash, of Chicago, who will fly one of Uncle Sam's mail planes this Thursday.

INDIANA RACE PILOT WINGS U.S. AIR MAIL

Defender

Indianapolis Councilman, Dr. Theodore Cable, Aids Observance

5-28-38

INDIANAPOLIS, Ind., May 27 (Special)—Commissioned May 9, Dr. Theodore Cable, local flyer, councilman, and nominee on the Democratic ticket for the state legislature, flew U. S. mail from this city to Greencastle, Ind., last Thursday in observance of National Air Mail Week.

He was the first Race man in Indiana to be named for this honor. His invitation to participate in the observance was the result of steps taken by G. N. T. Gray and Percy L. Hines, officials of the National Postal Alliance.

Dr. Cable who has been flying for five years in all kinds of weather, declares "we have had eras of automobile, radio, railroad development and now are in the midst of an epochal development age of world aviation—commercial, military and personal." He does not believe that planes will ever be as common as autos because of the prohibitive factors, gravity and the human equation.

Fights For Race

A clinician for the Indiana state Dental association and of high standing in his profession, Dr. Cable, as member of the city council, vice-president of the State Housing Commission, Council Chairman of the Public Works committee and of other important and influential commissions, has been keenly interested in the problems of the Race. Wage increase for laborers in various city departments, a new and modern fire engine house, a $600,000 addition to the City hospital in order that nurses and interns may be trained are among the things he has fostered and brought to a realization.

Harvard Athletic Star

One of Harvard university's greatest athletes, Dr. Cable has been five times judge of field events at the Butler university relays held here.

"I just plug along in the interest of better living conditions and employment," Dr. Cable said, and this plugging along in their interest has won him the respect and esteem of citizens of both races.

N.C. Gets First Licensed Florist

RALEIGH, N.C. — G. B. Birdsall of 316 North Haywood Street, who recently opened a floral shop here is the first licensed colored florist in North Carolina.

Mr. Birdsall worked for twenty-five years with one of the floral companies in Raleigh and is well experienced in floral designing.

Among the speakers at the opening were Mayor George Iseley and Theodore K. Fountain.

Gets Pilot's License

Chicago News

MISS WILLA BROWN, Young Chicago aviatrix, who on June 22 became the first Illinois colored woman to receive a private pilot's license, and the second in the nation to earn one.. Miss Brown, a graduate of Indiana State Teacher's college and holder of a master of arts degree from Northwestern university, has been interested in flying for four or five years and hopes to obtain a limited commercial pilot's license this fall. She is employed in the Research department of the University of Chicago.—(ANP)

FIRST COLORED COUPLE FLIES FROM BERMUDA TO U.S.

Prof. T. Thomas Fortune Fletcher, department of English, Lincoln University, Mo., and Mrs. Fletcher returned last Thursday from a honey-moon trip to Bermuda, aboard the Skylines Cavalier of Imperial Airways. They were reported as being the first colored couple to make the trip since inauguration of the air service between the two countries.

Youth Discloses Plans To Make Race "Air-Minded"

NEW ORLEANS—(ANP)—With approximately a half century of experience behind him, a tall handsome New Orleans automobile technician related a series of aviation stories that are hair-raising in scope. Together with outlining a tentative plan for making the Negro youth air-minded and giving reasons for the necessity of a well planned endeavor in this venture, A. W. Sinclair shows manuscripts, pictures and newspaper releases to substantiate his claim that he is a recognized aeronautic technician.

In spots, the Negro has received international recognition in the field of aviation but technically they have been kept out of the picture in numbers. The strict requirements of the commerce commission have retarded the progress of Negroes in technical aviation and according to Sinclair who has worked side by side with such famous experts as Dick Merrill, Jimmie Weidel, Arthur Rigney, Jimmie Brooks and Earl Deitrich, the only way to get at the situation is by, "developing an air-mindness within the ranks of Negro youth."

Sinclair is the only Negro who has been seriously considered for entrance into a national air derby and he says that the small part that Negroes have played in aviation is not due to racial discrimination but to financial handicap and inability to meet the commission requirements.

He said we have a few outstanding aviators in our ranks but the race as a whole was not air-minded and that this was necessary before any numbers of the race would go into aviation from a technical standpoint.

Sinclair is at present employed as automobile technician for a large New Orleans drayage company and says he dropped his aviation endeavors a few years ago because of finance.

His ideas and plans for developing a nation wide aviation consciousness among Negroes are based upon the same principles as those endeavored by other nationality groups. Modeling airplanes, studying aviation from a technical point of view by Negro youths throughout the country is the most effective method. This plan, he says. will be carried out without any financial burden or handicap. Clubs are to be established in the various cities and a national competition indulged to promote interest.

"With this giant initiative in vogue," he declared, it won't be many moons before thousands of Negroes will be in line with an inter-national aviation consciousness that not only has developed air sportsmanship but has become a necessity in national and international development." He asks that interested persons write him at 1718 Lapeyrouse street, New Orleans.

By LEON LEWIS

NEW ORLEANS, Sept. 29—(ANP)—With approximately a half century of experience behind him, a tall, handsome New Orleans automobile technician related a series of aviation stories that are hair-raising in scope. Together with outlining a tentative plan for making the Negro youth air-minded and giving reasons for the necessity of a well planned endeavor in this venture, A. W. Sinclair shows manuscripts, pictures and newspaper releases to substantiate his claim that he is a recognized aeronautic technician.

In spots, the Negro has received international recognition in the field of aviation but technically they have been kept out of the picture in numbers. The strict requirements of the commerce commission have retarded the progress of Negroes in technical aviation and according to Sinclair who has worked side by side with such famous experts as Dick Merrill, Jimmie Weidel, Arthur Rigney, Jimmie Brooks and Earl Deitrich, the only way to get at the situation is by "developing an air-mindness within the ranks of Negro youth."

Sinclair is the only Negro who has been seriously considered for entrance into a national air derby and he says that the small part that Negroes have played in aviation is not due to racial discrimination but to financial handicap and inability to meet the commission requirements.

He said we have a few outstanding aviators in our ranks but the race as a whole was not air-minded and that this was necessary before any numbers of the race would go into aviation from a technical standpoint.

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